

3.2 Parking

The FHWA transportation analysis identified a number of locations where parking meters could be installed to offset the loss in revenue to the District of Columbia resulting from the 49 meters removed on these streets. Those include:

- ***On 15th Street between I and K Streets*** - A bus stop removed from the west block face provided room for 11 more parking spaces with meters.
- ***On I Street between 13th and 14 Streets*** - Meters were unnecessarily removed at 4 locations, and poles remained at the time of the analysis. These meters could be replaced.
- ***On I Street between Connecticut Avenue and 17th Street*** - A relocated bus stop provided room for 3 more spaces with parking meters.
- ***On H Street between 18th and 17th Streets*** - A relocated bus stop on the north block face provided room for 12 more spaces with meters.
- ***On H Street between Vermont Avenue and 15th Street*** - A relocated bus stop from the north block face to the south block face provided room for 4 spaces on the north block face. The space allocated for the new bus stop on the south block face could provide one additional parking space with meter on the south block face.
- ***On H Street between 14th and 13th Streets/New York Avenue*** - Relocation of a bus stop from the north block face provides room for 4 more spaces with meters on the north block face.

Institution of these changes would serve to mitigate some of the lost revenue to the District of Columbia and would also serve to restore some of the lost parking to people visiting the area. The DCDPW Parking Administration has been working with WMATA to organize and establish bus stops and meter locations to coordinate space utilization.